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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 466/467	1341	Press Mis.
Dated 23-5-1872		

Not to be folded or roughly handled

No. 466. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 10th May 1872, No. 237 :—

I HAVE the honour to submit, for the consideration of Government, a letter* from the Agent and Manager of the Madras Railway regarding the fees payable to the Consulting Architect to Government for architectural services in connection with the new Madras Terminus of that Railway.

The history of Mr. Chisholm's connection with the building in question is as follows :—

2. In June 1866, when it had been determined to build a new Terminal Station near the People's Park, the Acting Agent and Manager suggested† that a design for the building should be obtained from Mr. Chisholm. In forwarding his suggestion, Mr. Smart proposed "that Mr. Chisholm should be remunerated by a commission of 2½ per cent. upon the cost of the station-house. For this sum he will furnish general and working drawings, quantities, and a specification, and will afford such information in respect of details as may be called for during the construction of the building." I had a long discussion with Mr. Smart on the subject; and, in recommending the Government to accede to the proposal, I mentioned that I had been assured by him that Mr. Chisholm's commission "would not amount to more than Rupees 3,000, and that this sum would not be paid to Mr. Chisholm at once, but by instalments as the buildings progress." In their Order, dated the 27th June 1866, the Government gave their approval to the proposal.

3. In May 1869, the Agent represented to me‡ that by the arrangement made between Mr. Smart and Mr. Chisholm, the latter gentleman was to receive 2½ per cent. upon the amount of his own estimate for the station-house; that this estimate came to Rupees 1,57,000; that the per-centage thereon amounted to Rupees 3,925, being in excess of the sum to which Mr. Smart had assured me it would be limited, by Rupees 925. This application took me by surprise, as I had been distinctly given to understand by Mr. Smart that Mr. Chisholm's claims in the matter were to be limited to the sum of Rupees 3,000. I was most unwilling to recommend any further payment; but after a discussion with the Railway authorities, in which the unexpected amount of the work which had devolved, and which still would devolve, on Mr. Chisholm was a good deal insisted on, I consented to recommend that an additional sum of Rupees 925 be paid to him upon the distinct understanding, so far as I was concerned, that this further payment was to be final, and was to cover every claim, of every nature whatsoever, which could be advanced by Mr. Chisholm for his architectural services in connection with the new terminus. In their Order, dated the 20th May 1869, No. 1,661, the Government sanctioned this additional payment.

4. It was with no small surprise that I learnt from the Agent during last month that a further claim for remuneration had been made by the Consulting Architect to Government. I have since had two or three discussions on the subject

* No. 294, 8th May 1872.

† In letter No. 326, 15th June 1866.

‡ In letter No. 239, 5th May 1869, with enclosures.

with the Railway authorities, and yesterday I received from the Agent the letter which I now do myself the honour to lay before Government.

With this letter is enclosed a copy of a letter addressed by the Consulting Architect to the Chief Engineer of the Madras Railway, in which Mr. Chisholm states that he has actually performed the full duties of an Architect in connection with the new terminus; that the fees for such services in India would be at the rate of $7\frac{1}{2}$ per cent. on the expenditure; that his agreement with Mr. Smart was that he should perform the first half of an Architect's duties for $2\frac{1}{2}$ per cent.; and that he has therefore valued the work in full at 5 per cent. He accordingly estimates his fees as follows:—

	RS.
Estimate for station-building and out-offices	1,62,500
Do. boundary wall, etc.	13,700
Do. Passenger shed, brick-work	38,000
	2,14,200
Fees at 5 per cent.	
	10,710

Mr. Chisholm goes on to say that this calculation is made in order that the Chief Engineer may estimate the amount to which he is fairly entitled.

In sending to the Agent the Consulting Architect's letter, the Chief Engineer says that "it is difficult to determine what actual money value should be placed on Mr. Chisholm's services, but it appears to him that it would be a graceful and fair recognition of his exertions if the Company were to present him with Rupees 3,000 in token of its appreciation," etc., etc. Mr. Anderson adds that he "has the less hesitation in making this recommendation, inasmuch as there will be a large surplus available upon the estimated cost of the work."

In enclosing the correspondence, the Agent says that in May 1869 he considered that the payment of Rupees 925 (above referred to) was to be a final payment, so far as Mr. Chisholm was concerned, in the matter of the new terminus; but that since then he has become aware of the time and labour which Mr. Chisholm has devoted to the work, and he accordingly applies "for the sanction of Government to the payment of Rupees 3,000 out of the surplus available upon the estimated cost of the work."

5. After carefully considering the question, and after several conversations on the subject with the Railway authorities, I regret to say that I find myself placed in the painful position of being unable to support the proposal which Mr. Elwin brings forward.

6. In the correspondence now submitted, the terms of Mr. Chisholm's agreement with Mr. Smart, and of which the Government approved, seem to be entirely lost sight of. Mr. Chisholm was "to furnish general and working drawings, quantities, and a specification, and was to afford such information in respect of details as might be called for during the construction of the building." In return for this he was "to be remunerated by a commission of $2\frac{1}{2}$ per cent. upon the cost of the station-house;" which commission, Mr. Smart assured, would be limited to Rupees 3,000.

Mr. Anderson states that Mr. Chisholm was invited by Mr. Smart only to prepare working and general drawings for the station, and that for these drawings

he received Rupees 3,925. Mr. Anderson adds that during the progress of the building, "Mr. Chisholm has devoted much time and considerable professional skill towards perfecting the details of his design." I gather that he is under the impression that when Mr. Chisholm handed in his drawings he had completed his part of the agreement, and that all work done subsequently deserves special extra remuneration.

The Agent also speaks of the "time and labour which Mr. Chisholm has devoted to the works," and says that the Engineer in charge "would have been unable to have perfected the building in all its details without frequent professional counsel and assistance from Mr. Chisholm." I understand it is on these grounds that he supports the Chief Engineer's recommendation.

7. I regret deeply that I find myself obliged to differ altogether from these gentlemen; and having from first to last had full cognizance of the terms of Mr. Chisholm's agreement with the Railway Company, I may speak on the matter with some authority.

When the proposal to employ Mr. Chisholm's services first came forward, the result of a long discussion with Mr. Smart left no doubt whatever on my mind that the words in which he described Mr. Chisholm's part of the agreement were to be accepted in their fullest signification, and that for the stipulated per-centage, subject to a maximum limit of Rupees 3,000, he was to perform the *full duties of an Architect* in connection with the works at the new terminus. Mr. Smart's words are clear as to the construction placed by him on the agreement; and the construction placed on it by me is equally clear from the statement made by me to the effect that "the sum was not to be paid to Mr. Chisholm at once, but by instalments as the buildings progress."

In considering this point, it must be borne in mind that Mr. Chisholm's connection with the Madras Railway Company was not that of an Architect with a private individual. Mr. Chisholm holds the position of Consulting Architect to Government; and the cost of the new Terminal Station, though nominally borne by the Madras Railway Company, is in reality a charge upon the Indian Exchequer. I mention this fact in order that the reasonableness of special terms having been made between Mr. Chisholm and the Madras Railway—different from what would have been made in any agreement between an ordinary Architect and an ordinary private individual—may be apparent. Within the last few years the

* *Vide* G. O., No. 2,678, 21st August 1868. Government of India have issued orders* in regard to the reception by servants of Government of fees for work in which the Government was partly interested; and if those orders had been issued two years earlier, I could not have ventured to recommend the payment to Mr. Chisholm of a per-centage equal to what he has already received.

8. Messrs. Elwin and Anderson both mention, as a reason for recommending the payment to Mr. Chisholm of Rupees 3,000, that the cost of the work will fall far short of the estimate. In my opinion, this argument tells rather in the other direction. The per-centage paid to Mr. Chisholm has been calculated upon the amount of his own estimate—an estimate which events have shown to have been framed far too high; so that in reality he has already received considerably more

*Proceedings of the Madras Government, Public Works Department,
23rd May 1872.*

than, according to Mr. Smart's original proposal, he was entitled to; for it was there stated that he was to be remunerated with a sum equal to $2\frac{1}{2}$ per cent. upon the cost of the station-house, not upon its estimate. It would certainly not tend to accuracy in estimating the cost of works if an Architect were to receive a per-centage calculated on his own estimate, and if afterwards the excessive character of the estimate were to be urged as a plea for giving him still further remuneration.

9. I am also obliged to draw notice to the fact that, in calculating his present claim, Mr. Chisholm has placed the boundary wall of the station enclosure, and the brick-work of the passenger shed on the same footing with the architectural work performed by him in connection with the station-house. It is simply impossible to bring these works within the same category. Mr. Chisholm's services were sought for in connection with the station-house alone, and the reasons for applying to him were distinctly stated by Mr. Smart and by myself. The boundary wall and the brick wall of the passenger shed belong to a very different class of work, and I am surprised to find them even alluded to. At all events no claim in connection with them can be supported by me.

10. It is with very great regret that I find myself under the necessity of differing so completely from the Railway authorities and from the Consulting Architect to Government. I willingly endorse every word that has been said by the Agent and the Chief Engineer as to the architectural talent which has been shown by Mr. Chisholm in the design of the new terminus, and as to the painstaking labour which he has devoted to the work; but in the interests of Government I am bound to maintain that in putting forth his best endeavours he did no more than what he had distinctly contracted to do; and I am also bound to state my deliberate opinion that, taking into consideration all the circumstances of the case, Mr. Chisholm has already been most handsomely remunerated.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 294.

WITH reference to the conversation which I had with you in the presence of the Chief Engineer in April at the new Central Station regarding Mr. Chisholm's fees for architectural services in connection with that building, and to the discussion which took place upon the same subject at the Stores Committee yesterday, I have now the honour to enclose a copy of a letter addressed by Mr. Chisholm to the Chief Engineer on the 2nd of March last, upon the question of his commission.

2. In forwarding Mr. Chisholm's letter to me, Mr. Anderson remarks as follows:—

"Mr. Chisholm, as you are aware, was invited by Mr. Smart to prepare working and general drawings for the new Terminal Station, and for this work he received remuneration to the extent of Rupees 3,925, being at the rate of $2\frac{1}{2}$ per cent. upon the estimated cost of the buildings.

"During the $4\frac{1}{2}$ years that the works have been in progress, Mr. Chisholm has devoted much time and considerable professional skill towards perfecting the details of his design, and he has further supplied plans for the boundary wall and the brick-work of the passenger shed, besides furnishing innumerable designs for matters of detail.

"It is difficult to determine what actual money value should be placed upon such services, but it appears to me that it would be both a graceful and a fair recognition of his exertions if the Company were to present him with Rupees 3,000 in token of its appreciation of the great interest he has taken in, and the valuable aid he has rendered towards, the construction of a very important work.

*Proceedings of the Madras Government, Public Works Department,
23rd May 1872.*

"I have the less hesitation in making this recommendation, inasmuch as there will be a large surplus available upon the estimated cost of the work."

3. It is quite true as you reminded me the other day that when I wrote my letter No. 239, dated the 5th May 1869, I then considered that the payment of the balance of Rupees 925 would be a final payment so far as Mr. Chisholm was concerned in the matter of the new Central Station.

4. Since that date, however, I have been aware of the time and labour which Mr. Chisholm has devoted to the works at the new terminus, and without wishing in the least to detract from the good services rendered by Mr. Hardinge, I think I am justified in saying that not possessing the qualifications of an Architect he would have been unable to have perfected the building in all its details without frequent professional counsel and assistance from Mr. Chisholm.

5. Under these circumstances, I endorse fully Mr. Beresford Anderson's recommendation, and have the honour to apply for the sanction of Government to the payment to Mr. Chisholm of the sum of Rupees 3,000 out of the surplus available upon the estimated cost of the work.

From the Consulting Architect to Government, to the Chief Engineer, Madras Railway, dated Madras, 2nd March 1872.

ADVERTING to your office letter No. 40, dated the 11th of July 1870, I have the honour to bring to your notice the question of my fees for architectural services rendered in building the new Central Railway Station.

2. There was a question at the time the above quoted letter was written, concerning the particular amount of work to be performed by me under the agreement, but this question need not now be discussed as I have performed actually *the full duties of an Architect*. The fees for such services in India would be at the rate of $7\frac{1}{2}$ per cent. on the expenditure, but my agreement with Mr. Smart was to perform the first half of an Architect's duties at $2\frac{1}{2}$ per cent; I have consequently valued the work in full at 5 per cent. Assuming the estimates to have been worked to, my fees would amount to Rupees 10,710 as follows:—

	RS.
Station building and out-offices	1,62,500
Boundary wall, etc.	13,700
Passenger shed, brick-work	38,000
	<u>2,14,200</u>
Fees at 5 per cent	10,710

3. I have merely made out the above statement in order that you, who are better acquainted with the duties I have performed and the interest I have taken in the work than any one else can be, may estimate what amount you conceive I am fairly entitled to, and having done this, I leave the matter entirely in your hands, and waive every thing which I might conceive to be a right.

No. 467. ORDER THEREON, 23rd May 1872, No. 1,341.

RAILWAY, No. 69 A.

It appears to Government that the reasons advanced by Lieutenant-Colonel Shaw-Stewart for rejecting Mr. Chisholm's claim to remuneration in excess of the sum which he has already received are sound and, in fact, unanswerable, and that they would not be justified in sanctioning any further payment to Mr. Chisholm.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exl. T. O'Connor.

per the estimated cost of

No. 294

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, ¹⁶ 8 May, 1892.

From

Robert R. Elwin Esq^{ro}

Agent and Manager. M. R. Co.

To

Leut Col J. H. S. Stewart, R.E.

Consulting Engineer for Railways.

Sir,

With reference to the conversation which I had with you in the presence of the Chief Engineer in April at the New Central Station regarding Mr. Chisholm's fees for architectural services in connection with that building and to the discussion which took place upon the same subject at the Stores Committee yesterday, I have now the honour to enclose a copy of a letter addressed by Mr. Chisholm to the Chief Engineer on the 2^d of March last, upon the question of his commission.

2. In forwarding Mr. Chisholm's letter to me Mr. Anderson remarks as follows:

"Mr. Chisholm, as you are aware, was invited by Mr. Stewart to prepare working and General Drawings for the New Terminal Station and for this work he received remuneration to the extent of Rs. 3925 being at the rate of 2½ per cent upon the estimated cost of

the buildings.

"During the 4 1/2 years that the works have been in progress Mr Chisholm has devoted much time and considerable professional skill towards perfecting the details of his design and he has further supplied plans for the boundary wall and the brickwork of the passenger shed, besides furnishing innumerable designs for matters of detail.

"It is difficult to determine what actual money value should be placed upon such services but it appears to me that it would be both a graceful and a fair recognition of his exertions if the Company were to present him with Rs. 3000 in token of its appreciation of the great interest he has taken in and the valuable aid he has rendered towards the construction of a very important work.

"I have the less hesitation in making this recommendation inasmuch as there will be a large surplus available upon the estimated cost of the work."

3. It is quite true as you reminded me the other day that when I wrote my letter of 23rd dated the 5th May 1869 I then considered that the payment of the balance of Rs. 925 would be a final payment so far as

114
Mr. Chisholm was concerned in the matter of the New Central station.
4. Since that date however, I have been aware of the time and labour which Mr. Chisholm has devoted to the works at the New Jerusalem, and without wishing in the least to detract from the good services rendered by Mr. Hardinge I think I am justified in saying that not possessing the qualifications of an architect he would have been unable to have perfected the building in all its details without frequent professional counsel and assistance from Mr. Chisholm.

5. Under these circumstances I endorse fully Mr. Bressford Anderson's recommendation and have the honour to apply for the sanction of Government to the payment to Mr. Chisholm of the sum of Rs. 3000 out of the surplus available upon the estimated cost of the work.

I have the honour to be
Sir
Your most obedient servant

W. J. H. W.
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date

1860

Recd.

No.

Consulting Architect Office
Madras 2. March 1872.

My dear

A. G. Christholm Esq. J. A. I. A. Esq.
Consulting Architect to Government

To

Persford Anderson Esq. B. E.
Chief Engineer, Madras Railway

Sir,

Adverting to your office letter to me dated the 11th of July 1870, I have the honour to bring to your notice the question of my fees for architectural services rendered in building the new Central Railway Station.

There was a question at the time the above quoted letter was written, concerning the particular amount of work taken performed by me under the agreement but this question need not now be discussed as I have performed actually, the full duties of an architect. The fees for such services in India would be at the rate of 7 1/2 per cent on the expenditure but my agreement with the Government was to perform the first half of an architect's duties at 2 1/2 per cent. I have consequently valued the work at 5 per cent. Assuming the estimates to have been worked to, my fees would amount to Rs. 10,710.0.0 as follows:

Station Building and out Offices — 162,500.0.0

Boundary Wall &c — 137,000.0.0

Passenger shed Brickwork — 38,000.0.0

214,200.0.0

At 5 per cent 10,710.0.0

22311A

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 6th May

Recd,

17-11

M. No. 294

1872

Relative to the fees

asked for by Mr. Christholm

for architectural services

rendered by him in

the construction of the

New Central Station

P. N. 2400/72.

P. N. No. 23rd May/72 L. R. N. 464.

P.W. 2400/12.

3. I have merely made out the above statement in order that you (who are better acquainted with the duties I have performed and the interest I have taken in the work than any one else) can be enabled to estimate what amount you conceive I am fairly entitled to and having done this, I leave the matter entirely in your hands, and waive every thing which I might conceive to be a right.

I have &c.
Wm. R. G. Chisholm
Cons. Architect to Govt.

1 True Copy
1 to Secy of Govt. & Engineer
Chief Engineer

1 True Copy
Wm. R. G. Chisholm
Agent & Manager

Wm

Pres. 23rd May/12 Lm B. 2400/12

1 Railway Depart

nom.

Cons. Engineer's Office

N. 237

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Lieut Colonel J. M. Shaw Stewart R.E.
Consulting Engineer for Railways.
Madras.

Colonel L. W. Walker R.E.
Offg. Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to submit for the consideration of
N. 294-8th May 1872. Government a letter from the Agent and Managers of the Madras Railway regarding the fees payable to the Consulting Architect to Government for architectural services in connection with the new Madras terminus of that railway.

The

The history of Mr. Chisholm's connection with the building in question is as follows:

In June 1866, when it had been determined to build a new terminal station near the People's Park, the Acting Agent and Manager suggested that a design for the building should be obtained from Mr. Chisholm. In forwarding his suggestion, Mr. Smart proposed that Mr. Chisholm should be remunerated by a commission of 2½ per cent upon the cost of the station house. For this sum he will furnish general and working drawings, quantities, and a specification, and will afford such information in respect of details as may be called

In letter N° 326
15th June 1866.

called for during the construction of the building. I had a long discussion with Mr. Smart on the subject, and, in recommending the Government to accede to the proposal, I mentioned that I had been assured by him that Mr. Chisholm's commission would not amount to more than Rs. 3,000, and that this sum would not be paid to Mr. Chisholm at once, but by instalments as the buildings progress. In their order dated the 27th June 1866, the Government gave their approval to the proposal. In May 1869 the Agent represented to me that, by the arrangement made between Mr. Smart and Mr. Chisholm, the latter gentleman was to receive 2½ per

N° 239,
18th 69,
trans.

per cent upon the amount of his
own estimate for the station house;—
that this estimate came to No: 157,000;—
that the percentage thereon amounted
to No: 3,925, being in excess of
the sum to which Mr. Smart
had assured me it would be
limited, by No: 925. This application
took me by surprise, as I had been
distinctly given to understand by
Mr. Smart that Mr. Lisholm's
claims in the matter were to be
limited to the sum of No: 3,000.

I was most unwilling to recommend
any further payment, but after
a discussion with the Railway
Committee, in which the un-
expected amount of the work
which had devolved, and which
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still would devolve, on Mr. Lisholm,
was a good deal insisted on, I
consented to recommend that an
additional sum of No: 925 be paid
to him, upon the distinct under-
standing, so far as I was concerned,
that this further payment was to
be final, and was to cover every
claim, of every nature whatsoever,
which could be advanced by Mr.
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services in connection with the new
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the 20th May 1869, No: 1661, the
Government sanctioned this additional
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4 It was with no small
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a further claim for remuneration had been made by the Consulting Architect to Government. I have since had two or three discussions on the subject with the Railway Authorities, and yesterday I received from the Agent the letter which I now do myself the honour to lay before Government.

With this letter is enclosed a copy of a letter addressed by the Consulting Architect to the Chief Engineer of the Madras Railway, in which Mr. Christolm states that he has actually performed the full duties of an architect in connection with the new terminus, — that the fees for such services in India would be at the rate of $7\frac{1}{2}$ per cent on the expenditure, — that



that his agreement with Mr. Smart was that he should perform the first half of an architect's duties for $2\frac{1}{2}$ per cent, — and that he has therefore valued the work in full at 5 per cent. He accordingly estimates his fees as follows:—

Estimate for station building and out offices —	} Rs. 1,62,500
Do — boundary wall &c. —	— 13,700
Do — passenger shed &c. —	} — 38,000
Do — brick work —	Rs. 2,14,200
Fees at 5 per cent —	— 10,710

Mr. Christolm goes on to say that this calculation is made in order that the Chief Engineer may estimate the amount to which he is fairly entitled.

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the Consulting Architect's letter,
the Chief Engineer says that it
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23
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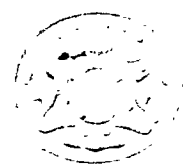
gentlemen; and having from first to last had full cognizance of the terms of Mr. Christolm's agreement with the Railway Company, I may speak on the matter with some authority.

When the proposal to employ Mr. Christolm's services first came forward, the result of a long discussion with Mr. Smart left no doubt whatever on my mind that the words in which he described Mr. Christolm's part of the agreement were to be accepted in their fullest signification, and that for the stipulated percentage, subject to a maximum limit of Rs. 3,000, he was to perform the full duties of an

an architect in connection with
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Mr.



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8. Messrs. Olwin and Anderson both mention, as a reason for recommending the payment to Mr. Lesholm of Rs. 3000, that the cost of the work will fall far short of the estimate. In my opinion this argument tells rather in the other direction.

The percentage paid to Mr. Lesholm has been calculated upon the amount of his own estimate, —

an

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an estimate which events have shown to have been framed far too high; — so that in reality he has already received considerably more than, according to Mr. Smart's original proposal, he was entitled to; for it was there stated that he was to be remunerated with a sum equal to $2\frac{1}{2}$ per cent upon the cost of the station house, not upon its estimate. It would certainly not tend to accuracy in estimating the cost of works, if an architect were to receive a percentage calculated on his own estimate, and if afterwards the excessive character of the estimate were to be urged as a plea for giving him still further

further remuneration.

9. I am also obliged to draw notice to the fact that, in calculating his present claim, Mr. Leisholm has placed the boundary wall of the station enclosure, and the brick work of the passenger shed, on the same footing with the architectural work performed by him in connection with the station house. It is simply impossible to bring these works within the same category. Mr. Leisholm's services were sought for in connection with the station-house alone, and the reasons for applying to him were distinctly stated by Mr. Smart and by

33
by myself. The boundary wall and the ~~brick wall of the~~ passenger shed belong to a very different class of work, and I am surprised to find them even alluded to. At all events no claim in connection with them can be supported by me.

10. It is with very great regret that I find myself under the necessity of differing so completely from the Railway Authorities and from the Consulting Architect to Government. I willingly endorse every word that has been said by the Agent and the Chief Engineer as to the architectural talent which has been shown by Mr. Leisholm in the design of

of the new terminus, and as to
the parotaking labour which
he has devoted to the work;
but in the interests of Govern-
ment I am bound to maintain
that in putting forth his best
endeavours he did no more than
what he had distinctly contracted
to do; — and I am also bound
to state my deliberate opinion
that, taking into consideration
all the circumstances of the case,
Mr. Chisholm has already
been most handsomely re-
munerated.

Madras, I have the honour to be,
11th May } Sir,
1852 } Yours Most Obedt Servt.
Despatched 13th }
Wm. Stewart Esq. Lt Col R.E.
Cons. Eng. for Railways

Pro 27 June /66 R^o 634-635
 " 21 Augi /68 — 441-442
 " 20 May /69 — 467-468

To W. 1852 Depart.
On 17th Jan in May
From Ellis £: 2400.

The Cons: Engineers
for B & O

To the Secretary to Govt
P. W. Dept.
Fort Saint George

Dated 10th
 Dispatched 12th
 Recd 13th

Sen: 2. ✓

p 237.

Submitting for
the consideration of Govt
a letter from the Agent
of the Madras Railway
regarding the fees
payable to the Consulting
Architect for archi-
tectural services in
connection with
the Madras Central
station

N: 1341-23° May/72.

The above is a copy of the letter from the Consulting Engineer for the Railways, dated 10th May 1882, in which he states that the proposed line is not sanctioned by the Government, and that the proposed line is not sanctioned by the Government, and that the proposed line is not sanctioned by the Government.

has received Rs 3925
 being 2 1/2 per cent on
 his estimate of Rs 157,000
 which it is said is con-
 siderably above what the
 actual cost of the station building
 will be. Mr C. designates what he considers
 to be the portion of his expenditure on the
 first part of the station to be for the
 and has urged that he has in reality
 performed the full duties of an architect.
 test. and has claimed to be compensated
 for this - on the estimate but only for the
 station, but also for the other buildings
 & certain other works. The building has
 been 4 1/2 years in progress and Mr C.
 estimates for all is Rs 214,000.

I cannot understand the fact that
 the work has not proceeded at a more rapid
 rate. The contractor is Mr. John. He has
 been concerned with the building since the
 beginning of the 3925 and has paid of about
 claims & expenses - and the Board has
 never yet paid him for the work done. I think
 you Mr. Clerk when you pay the work done which
 he is entitled to claim. I am sure that
 Mr. Stewart, Mr. Clarke & agent. Still if you
 to 15/11/72 Mr. Clerk has been paid for the

10.
 134 Post
 It appears from the various
 statements by Mr. Clerk that
 Stewart for rejecting his (Stewart's)
 claim to remuneration in any
 of the work which he has
 already received, and would
 not in fact be remunerated, &
 but ^{they} would not be justified
 in continuing any further
 payment to Mr. Stewart.

33
 18th May/72
 I agree.
 Mr. Clerk 23.5.72
 P.C. 11/6/72
 The General Manager for
 Railways

7-8-06.

Cr 2400

Govt. of Madras.
PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd.

Encl. 2

G. O. 23 May 1872 No. 1341.

Nos. 466467

Mr. Chisholm, Consulting
Architect to Govt. Referring
orders in letter from the
Major Secy Submitting cor-
respondence on the subject
of the remuneration to be
paid to Mr. Chisholm for
Architectural services
rendered in connection
with the new Central Station.